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FISCAL IMPACT STATEMENT

LS 7294

BILL NUMBER: SB 239

NOTE PREPARED: Jan 3, 2007

BILL AMENDED:

SUBJECT: Indiana Commerce Connector.

FIRST AUTHOR: Sen. Wyss

FIRST SPONSOR:

BILL STATUS: As Introduced

FUNDS AFFECTED: **GENERAL**
 DEDICATED
 FEDERAL

IMPACT: State

Summary of Legislation: This bill has the following provisions:

It, for purposes of the statute concerning tollways, permits the designation of the Indiana Commerce Connector (instead of a part of Interstate Highway 69) as a tollway.

It, for purposes of the statute governing public-private agreements concerning toll roads, deletes the prohibition against a public-private agreement (without legislative authorization) that would permit an operator to impose tolls for the operation of motor vehicles.

It, for purposes of the statute governing public-private agreements by the Department of Transportation: (1) authorizes a public-private agreement for the Indiana Commerce Connector (instead of a part of Interstate Highway 69); and (2) provides that if all or part of a project to be carried out by a public-private agreement will consist of a tollway, the draft version of the request for proposals for that project must require any offeror to submit a proposal based upon that part of the project that will consist of a tollway, and deletes the current authority for offerors to submit alternative proposals based upon the assumption that a different part or none of the project will consist of a tollway.

It, for purposes of the statute governing the designation of state highways as tollways, permits the designation of the Indiana Commerce Connector (instead of a part of Interstate Highway 69) as a tollway without legislative authorization.

Effective Date: July 1, 2007.

Explanation of State Expenditures:

Explanation of State Revenues: Under current law, the Governor, the Department of Transportation (INDOT), or an operator, without the approval of the General Assembly, may not approve the location of a tollway, issue a request for proposal or enter into a public-private agreement, or determine that a highway should become a tollway other than on I-69 between I-64 and Martinsville. Under the bill, the tollway between I-64 and Martinsville would require legislative approval for tolling and the Indiana Commerce Connector, a limited access facility beginning at I-69 in Madison County and ending at I-70 in Hendricks or Morgan County, would be allowed without legislative approval.

Traffic volume affects the toll revenue that may be generated, and if a project is developed as a public-private agreement, it could affect the amount paid to the state for concession rights to collect the tolls. If a higher lease payment is offered on the Indiana Commerce Connector than on I-69 between I-64 and Martinsville, the state would receive more revenue.

Background on the Indiana Commerce Connector: The route of the Indiana Commerce Connector has not been finalized and there are no data available to indicate the traffic volume currently available. The route has been proposed to stimulate economic development along the corridor and relieve congestion on I-69, I-465, and surrounding highways. The bill would allow development of this route as a public-private agreement or tollway without the approval of the General Assembly.

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: Indiana Department of Transportation; Indiana Finance Authority.

Local Agencies Affected:

Information Sources: <http://www.in.gov/apps/utis/calendar/presscal?PF=gov2&Clist=196&Elist=87664>

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